

IN THE CLAIMS:

Please cancel claims 1-11 presently in the application and substitute new claims 12-32 as follows:

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B2 12. (New) A device for increasing security of a motor

vehicle, comprising:

an automatic transmission;

an electric transmission control operatively coupled with the automatic transmission;

a detection device that detects one of an accident and swerving event of the vehicle and generates a corresponding signal;

an analyzing device that evaluates whether the signal reaches a specific value or exceeds a specific threshold, said analyzing device causing the electric transmission control to interrupt a positive engagement of the automatic transmission when the specific value is reached or the specific threshold is exceeded.

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13. (New) The device according to claim 12, wherein the detection device is part of an air bag triggering device, said analyzing device causing the interruption of the positive engagement when a triggering of an air bag or a signal that leads to the triggering of the air bag is detected.

14. (New) The device according to claim 13, wherein the part of the air bag triggering device comprises at least one of a crash sensor and an air bag control unit that provides signals used for triggering the air bag.

15. (New) The device according to claim 12, wherein the detection device is a rollover sensor, the positive engagement being interrupted when a rollover event is detected.

16. (New) The device according to claim 13, wherein the detection device also includes a rollover sensor, the positive engagement being interrupted when a rollover event is detected.

17. (New) The device according to claim 14, wherein the detection device also includes a rollover sensor, the positive engagement being interrupted when a rollover event is detected.

18. (New) The device according to claim 13, further comprising an automatic parking position system, said automatic parking position system being activated when the positive engagement of the transmission is interrupted.

19. (New) The device according to claim 14, further comprising an automatic parking position system, said automatic parking position system being activated when the positive engagement of the transmission is interrupted.

20. (New) The device according to claim 15, further comprising an automatic parking position system, said automatic parking position system being activated when the positive engagement of the transmission is interrupted.

21. (New) The device according to claim 18, further comprising a vehicle speed sensor, said automatic parking position system being activated when, in addition to the interruption of the positive engagement, the vehicle speed is substantially zero.

22. (New) The device according to claim 12, wherein the detection device generates a value describing the swerving event, said analyzing device causing the interruption of the positive engagement of the transmission when the swerving event value exceeds a specific threshold value.

23. (New) The device according to claim 22, wherein the electric transmission control shifts the automatic transmission into a neutral position in an event of the interruption of the positive engagement.

24. (New) The device according to claim 22, wherein the detection device includes at least one of rotational wheel speed sensors and a yaw rate sensor.

25. (New) The device according to claim 23, wherein the detection device includes at least one of rotational wheel speed sensors and a yaw rate sensor.

26. (New) The device according to claim 12, wherein said analyzing device is integrated into the electric transmission control.

27. (New) The device according to claim 12, further comprising a gear selection device having a defined rest position, said gear selection device being directed out of the rest position in order to select a driving position desired by the driver and then being automatically returned.

28. (New) A method for increasing security of a vehicle having an automatic transmission operatively coupled with an electric transmission control, the method comprising the acts of:

detecting one of an accident and a swerving event of the vehicle;

generating a signal value associated with the accident or swerving event;

evaluating the signal value to determine whether it reaches a specific value or exceeds a specific threshold; and

interrupting the positive engagement of the automatic transmission when the specific value is reached or the specific threshold is exceeded.

29. (New) The method according to claim 28, wherein the act of detecting the accident is carried out by determining whether an air bag is triggered or whether a signal leading to the triggering of the air bag is detected.

30. (New) The method according to claim 28, wherein the act of detecting the swerving event is carried out by analyzing signals from at least one of rotational wheel speed sensors and a yaw rate sensor of the vehicle.

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31. (New) The method according to claim 29, further comprising the act of activating an automatic parking position system when the positive engagement of the transmission is interrupted.

32. (New) The method according to claim 30, further comprising the act of shifting the automatic transmission into a neutral position when the positive engagement of the transmission is interrupted.

IN THE ABSTRACT:

Please add an Abstract of the Disclosure submitted herewith on a separate page.